

MOTOR RACING

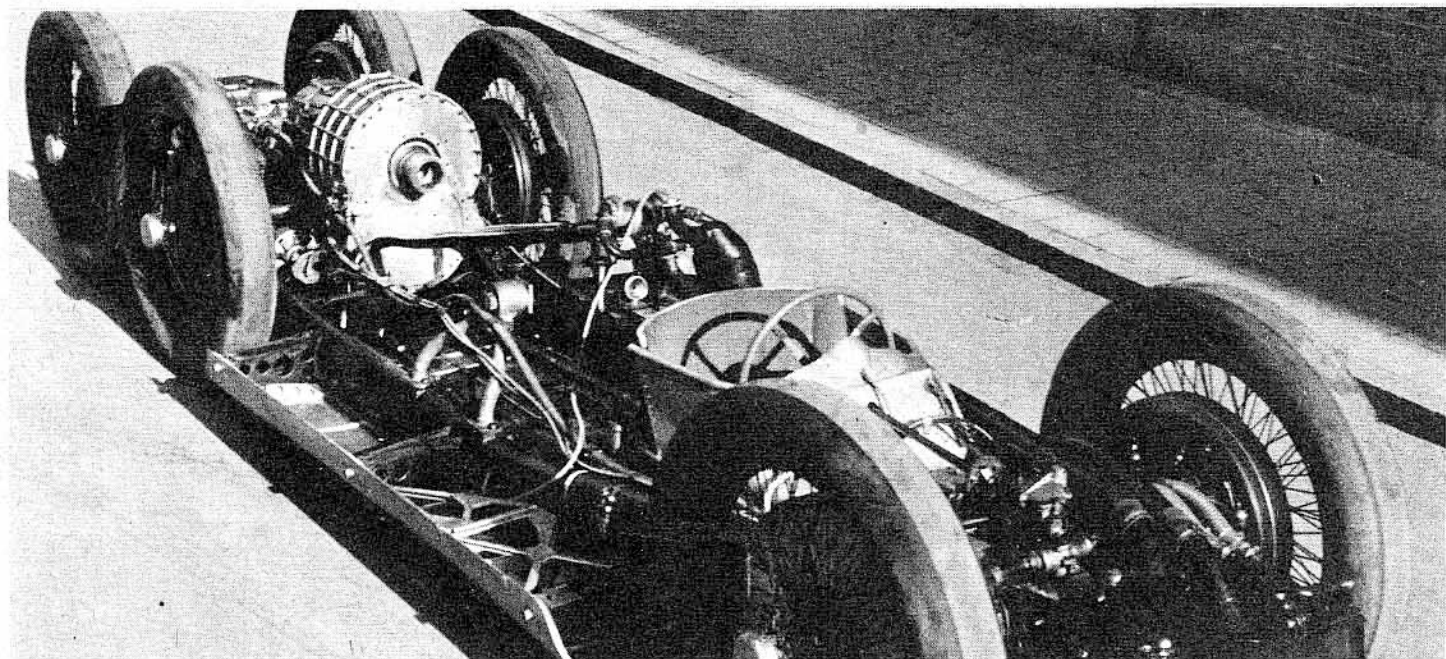
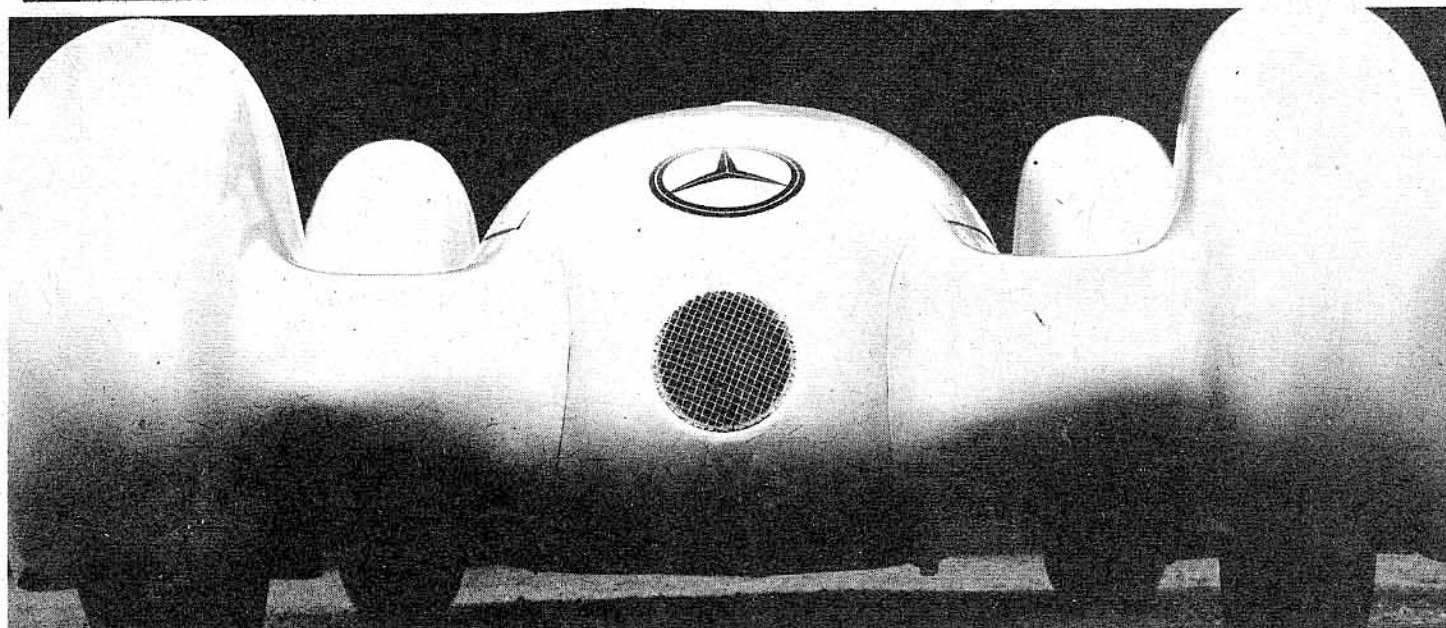
and
ECONOMY CAR NEWS

5th Year—No. 5 Culver City, Calif.

Jan. 8-15, 1960

(Published bi-weekly except last issue of calendar year)

25c



GERI FLEMING, MOTORACING staff writer, brought these photos back after a three-month European tour that included a visit to the Mercedes-Benz factory in Germany. Top is the MB Rekordwagen, built in 1939, to be run over the Bonneville salt flats. Due to World War II, the car was never tested on a track and now sits idly in the MB museum. Bottom:

Frame of the Weltrekordwagen T80, featuring rear-axle drive, 3000hp aircraft engine and no regular brakes (they depended on parachutes). It was capable of turning 432mph when tested in a windchannel (maximum running time was seven minutes).

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Furor Over Latest SF SCCA Regulations

EDITORIAL

Let's Get Out of Sebring

In a recent issue of AUTOSPORT, the authoritative British motor magazine, a Mr. Gordon H. Martin gave Sebring, Fla. the harpoon.

AUTOSPORT and Mr. Martin deserves a lusty cheer. MOTORACING has for years lampooned that miserable little town in the middle of nowhere as site of the annual 12-hour sports car endurance.

The swamp state of Florida is bad enough, but you should go to Sebring sometime!

It is strictly sub-zero . . . so are its "hotels," eateries and most of its sleepy inhabitants.

The most important sports car race in America has been held at Sebring over a lousy airport course. And last month, the first U. S. Grand Prix was held in the same lousy town and over the same lousy circuit.

The townfolk, as usual, threw the harpoon, into the visiting simpletons. We told you in the last issue of MOTORACING how they doubled the rates for their cockroach-ridden hostels.

Henry N. Manney III, our European correspondent, was on (Continued on Page 3)

Women Install On Jan. 29

Officers of the Women's Sports Car Club for 1960 will be installed at a dinner-dance to be held Friday, Jan. 29, at Sportsmen's Lodge in Studio City.

The new officers are headed by Irma Payne, of Whittier, president.

Other officers: Kitty Landray, vice president; Roberta Reeves, treasurer; Janet Retrick, recording secretary; Dee Hildebrand, corresponding secretary; Betty Shutes, public and press relations secretary, and Jane McKeown, race coordinator.

Guest of honor will be Porsche driver D. D. Michelmore of Reseda, selected as most popular driver for 1958 in Motoracing's awards.

Music at the invitational affair will be supplied by Don Ricardo and his orchestra. Active Sunnie Baker again will be chairman of the lavish affair.

Festivities start at 8 p.m.

The new prexy, mother of two boys, has been a WSCC member since 1955. She has raced an MG TC and Austin Healey. She now drives a Karmann-Ghia.



IRMA PAYNE

Confidential and sure help for the sick alcoholic, the compulsive drinker, who sincerely desires to recover, is now offered through four groups of the A. A. in the Bahamas. — Personal in Nassau Guardian.

Cal Club Training at Willow Springs Jan. 17

Cal Club's first practice and training session for sports car drivers is set for Sunday, Jan. 17, at Willow Springs, near Lancaster. Event starts at 9 a.m.

Training will be under direction of Lew Spencer, top AC Bristol production car driver for Rene Pellandini of Worldwide Import.

Instructors include: Eric Hauser, Jimmy Moore, Ed Barker, Bob Drake, Jim Parkinson, Ray Pickering, Frank Aldous and D. D. Michelmore.

Practice and training periods will be divided into 20-minute segments.

All drivers will be covered by insurance. Full safety equipment, including rollbars, will be required for all cars.

Tech inspection will take place the day before the event at Harry Mann Chevrolet, 5735 Crenshaw Blvd., Los Angeles, with at-the-course inspection reserved for out-of-town and post entries.

Entries for the new compact cars also will be accepted. All cars, compacts or sports, will be required to have full Cal Club safety equipment, including rollbars and seat belts.

CSCC ballots for its 1960 board of governors will be counted Feb. 5 at the Glen Aire Country Club, Sherman Oaks. The club's 1959 championship awards also will be made that evening.

First race meet of 1960 for CSCC is slated for Feb. 13-14 at Willow Springs.

Production Car Pilots Affected

BY ELMO C. NORWOOD
Special to MOTORACING

SAN FRANCISCO, Jan. 6 — A wave of dissatisfaction is sweeping over production sports car drivers following promulgation of new edicts by the "rebellious" San Francisco region of the Sports Car Club of America.

These drivers point out there is enough clash now between SCCA and Cal Club regulations, and that the latest "Rules and Regulations" only make for more confusion and lack of standardization.

The SF region is famed for bucking National policy (which more than often doesn't make sense either) from the High Priests of Westport.

SF has threatened to pull out of the National SCCA and form another region, either through its Racing Drivers' Club or other combine.

From their Ivory Towers, the High Priests of Westport are sizzling over San Francisco's latest "bursts of independence." National officers voicing this attitude asked that their names be withheld.

Insiders predict that the National body, fed up with the "San Francisco problem child," will kick the region out of its far-flung network at the annual meeting to be held Feb. 11-13 at Louisville, Ky. Drivers of modified cars couldn't care less over the new production rules.

This writer learned that the Northwest region of SCCA also is dissatisfied over the latest production car rules.

A National officer said: "San Francisco more and more is becoming an island by itself, and continues to be grossly unfair to its production car drivers who have to go up against different rules when they race at other SCCA regions or in Calif. Sports Car Club events."

Cars Listed

Main beef is over listing the following cars in seven classes within the Grand Turismo group ONLY: AC Ace and Aceca, Ace

(Continued on Page 4)

Awards Party Set Feb. 3

MOTORACING will hold its annual Pacific Coast Point Standings Awards no-host cocktail party Wed., Feb. 3, at the Grand Prix Restaurant, 8204 Beverly Blvd.

Recognized as the most comprehensive and important 1959 Standings on the Coast, they were compiled in 14 production and modified classes by Eric Hauser.

In addition to one-two-three class trophies, many special awards will be presented.

Festivities get underway at 8 P.M. For reservations call OL 1-2276.

Final 1959 Standings were published in the last issue of MOTORACING.

(Please turn to Page 6 for corrections to 1959 point standings.)



"THERE BUT FOR ME GO I"

This cartoon ran in one of the early issues of MOTORACING nearly five years ago. We have received many requests to re-run it. It is the work of Bill Harmer, former MOTORACING staff artist.

Big Entry Due For Palm Springs

PALM SPRINGS, Calif., Jan. 6 — One of the fattest entry lists in the long running of sports car races at Palm Springs is anticipated for the LA SCCA meet, Saturday and Sunday, Jan. 23-24. This is the 17th running of the spa classic.

Eight races are slated both days over the 2.2-mile course. The big modified race on Sunday is 20 laps.

Early entries, according to Hal Daunis, 1960 regional exec for the local region, include:

Art Snyder, Gardena, Lotus Le Mans; George S. McDowell, Elva 1959; Danny Stephens, Austin-Healey 100; Robert L. Martindale, Fiat Abarth; John "Bat" Master-son, Chevy Special; Bob Windhorst, Austin-Healey 100S; Frank Monise, Lotus Mark XI; Don Maslin, Lotus Club; Kurt Neumann, Lotus MK XI; Dick Hogue, Porsche RSK; Don Dotzauer, Porsche; Jay Hills, Porsche Carrera G. T.; Donivan McCune, Fiat Abarth; Skip Hornney, A. C. Bristol, Harry Jones, Lotus; Dr. Ken Mayer, Morgan; Bill Dobbs, Fiat Abarth, and Thomas L. Milana, Alfa Romeo Super Spyder.

Race headquarters will be at the Desert Skies Hotel, 2290 S. Palm Canyon, Palm Springs.

Tickets are on sale at the following places:

Jay's Sports Car Accessories, 6055 1/2 Melrose, Los Angeles. Autobooks, 2900 W. Magnolia, Burbank. Vilem B. Haan, 10305 Santa Monica Blvd., Beverly Hills. Imported Car Accessories, 1101 N. Pacific, Glendale. Motor Sports Bar, 16148 Ventura Blvd., Encino. Grand Prix Restaurant, 8204 Beverly Blvd., Los Angeles. MG Milton Company, 1127 E. Green St., Pasadena, Calif.

Vignettes

By Gus V. Vignolle

- REAL FLYING
- CSCC ELECTION
- BROOKS QUILTS

Jet To Gotham

NASSAU, Bahamas, Jan. 6 — Well, my sprites of talc, I board this American Airlines flying hotel a little before midnight in smoggy old LA. Taking off, the rumble and the roar was like the thunder of Verdun. W-H-O-O-O-O-O-S-H!! W-H-O-O-O-M!!

And I never thought that Boeing 707 would get airborne. It was awesome. That's the only word. Surely there couldn't be too much runway left. And then — ZOWIE — we're off the ground and this thing is heading UP.

Then we're at 31,000 feet, blasting away at close to 600 miles per hour. There are 112 people in this thing. Steerage is miserable. Rows of three on either side of the jet

. . . and if you're just a little broad on the southern end, sir, you don't fit. Seat 23 E does not push back, you sit like a mummy.

The pilot apologizes to the proletariat — something about having to take off in a certain direction because of absurd airport regulations, and having to take the "southern route" because of terrific headwinds, and the ship having to take on more fuel than usual. He didn't sound too happy.

Later, Goldilocks the stewardess tells me they almost had to dock in Chicago for more fuel on account of the winds, instead of banging to New York. But at that, we were in NY in 5 1/2 hours. New York was cold, raw and pea-soupy, and I don't know how the hell the pilot ever got in. It seemed (Continued on Page 3)

U.S. Compacts Will Not Ruin Imports -- Renault

By MARGUERITE COOK

MOTORACING Staff Writer

For the manufacturer of small imported cars, 1960 is what Robert E. Valode, vice president and general manager, Renault, Inc., calls "a year of decision."

In other words, will the introduction of the new American compacts destroy the market here for foreign economy imports?

Naturally, Valode doesn't think they will. "The compacts," he states, "cannot really compete with Renault and comparable economy cars as to low purchase price, gasoline mileage and maintenance economy."

Increase Seen

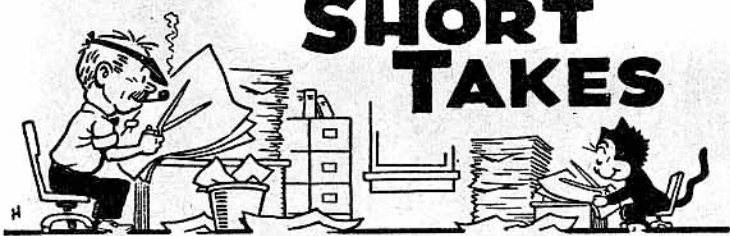
In 1959, approximately 600,000 units, or 10 per cent of total automobile sales in the U.S. were im-

ports. In 1960, Valode expects this percentage to increase. He cites as evidence that in October, the first month of competition from the compacts, Renault sales increased five per cent over September and that "November and December sales held up equally well."

Announced production schedules for the first quarter of 1960, however, show that the Detroit manufacturers are really going out after the small car market. Some 515,500 compact cars, an increase of more than 200,000 over the last quarter of 1959, are scheduled by domestic manufacturers.

In other words within six months

(Continued on Page 7)



SHORT TAKES

Volkswagen, directed by the West German government since 1945, is in the process of becoming a private enterprise. A bill passed recently by the West German parliament provides that 40 per cent of the stock in the prosperous operation be retained by the Federal Government and the local government of Lower Saxony. The remaining 60 per cent is to be sold to private individuals whose income does not exceed \$4,000 annually.

Dr. Heinz Nordhoff, director of the Volkswagen factory since 1948, is reported not too happy at the idea of becoming a private concern under the government laid down conditions. He will, however, continue to guide the continually expanding company. Dr. Nordhoff is considered most responsible for VW's phenomenal success.

The Rootes Group quite obvious-

ly does not consider the new London-Birmingham Motorway the best of all possible routes for delivery of its products to dealers and docks. Though the new Motorway runs close to two of its assembly plants, it will use another route. It says it wants its news cars and trucks to reach the customer in "the best possible condition."

In April production is scheduled to begin on the \$26,000 Smoke sports car in the Argonaut Motor Machine Corp. at Cleveland. The new luxury vehicle will have a wheel-base of 126 in., a total length of 236 in. and be powered by a 7½ liter V-8 engine. The elegant two-seater, which can "flash across the salt flats at well beyond 200-mph," is to be the first of a line of six other luxury models.

Don't think if you wear white when walking at night, you can't be killed by a speeding car, the California State Highway Patrol warns.

The motorist probably still won't see you. A total of 722 pedestrians were killed and 11,589 injured last year in the state. Crossing a street or road at a place other than an intersection was most lethal, or at least a leading cause of such accidents.

Miniature race tires featuring all the safety and high speed characteristics of full size professional race tires are now in production for quarter midget race cars and go-carts, the Firestone Tire & Rubber Co. announces. The especially built tires feature nylon cord and race tire construction.

Due to be sentenced this month is Andy Porterfield, 28, No. 1 Corvette driver on the Coast in 1958. He was recently found guilty of selling a sports car twice and stealing it once. According to court records, Porterfield was accused of selling the auto in July, 1957, of stealing it back, and selling it a second time during the same month.

Note to those who blast deaths from road racing: During 1959 there were 29 deaths from sandlot, semi-pro, high school and college football games in the US, according to the American Football Assn. Hoffman Motor Car Co. and Hoffman of Calif. are now doing business as Hoffman Motors Corp., reports Herman W. Kohler. . . . Campbell M. (Sandy) Lucas has been re-elected prexy of Long Beach MG Club. . .

LETTERS to the EDITOR

RALLIES FOREVER

My compliments on the excellent race coverage in the last issue. But, what has happened to the rally column?

There was not one line concerning rallies in this issue, and I believe that a large number of your readers are disappointed and, perhaps a little apprehensive lest you decide to discontinue rally coverage.

I am a great fan of the spectator sport of road racing, and attend most of the meets. And it is only fitting that MOTORACING continue its basic policy of publicizing that great sport.

However, most of the membership of the more than 50 sports car clubs in Southern California compete in the fascinating sport of navigational rallies and, in the past, have looked forward to the rally column for information on coming events, as well as results on recent rallies, as so well covered by Duane Sparks.

To those whose primary interest in sports cars is rallying, the rally column is the first column for which we look. Its absence from MOTORACING, and I hope it is only temporary, is the source of much speculation among the devotees of this ever increasing popular pastime.

With the advent of the highly successful and most enjoyable (I think) American International Rally, last October, professional rallies are definitely here to stay. So, 1960 is destined to be a banner year, with terrific enthusiasm manifested in the huge program already boiling.

I speak for the multitude of rallyists among your legion of readers in emphasizing the importance of rally information for your subscribers.

Knowing you, and that your success as a writer and publisher has been based on your desire to give the public what you believe they want, I trust that you will continue this department.

RENO LAWRENCE
Santa Monica, Calif

SOUNDS PRODUCTION

In your Vignettes of November 27th December 4th, 1959, you made mention of the Ferrari California convertible racing in the Arizona Border Region SCCA races, with the comment that again there is considerable debate concerning the classification of it as a production vehicle. This was of considerable interest to me, as I am the owner and the driver of that car. I feel that the car is far superior, at the moment, to the capabilities of the driver, but there is always a chance of improvement. The Tucson event was my first race, and I am afraid the capabilities of the car were not brought out. This car has been run continuously since March of this year thru the city streets of Phoenix, to and from work, and always during the rush hours. This would appear to be a very typical environment for a true production car and the California does very well. In the tremendous heat of Phoenix, it does not over heat. The week end previous to the race, my wife and myself entered the Hermosillo rally, and then continued on to Guaymas, Mexico, returning on the Monday previous to the race. This necessitated filling the tank with Mexican gasoline, and once again, the car performed very well. To prepare it for the race, we installed cooler plugs, and removed the windshield, bumpers, and stock exhaust system, mainly from a standpoint of protection, should I inadvertently damage the car. This proved to be an extremely wise precaution, as I find it quite easy to inadvertently damage a car in your first race. Following the racing week end, the few dents were removed, a new paint job has been added, and the original equipment replaced, and once again the car and driver are very busy touring about the city streets of Phoenix.

The point I wish to make, is simply this. I feel the Ferrari California is certainly operating in the true tradition of a sports car, rather than a racing machine. I feel that it is very likely more stock than many cars racing in production categories, at the moment. I feel that the deep concern by some drivers in Class C production about the potential of the Ferrari 250 California demonstrated their regard for trophies, rather than the true sport of competitive driving. The car is certainly production and is certainly of small enough displacement to put it at a disadvantage with Class B Corvettes, with their rather huge engines.

We have hopes of entering again in competitive racing and perhaps of making a better show. I feel that racing your first race against drivers with the ability of Dean Mears, puts a good car at a disadvantage, but it is also an excellent way to remove an excessive amount of ego from the driver. I would like to remark on the gentlemanly conduct of Mr. Mears, both on the track and in the pits, thru out our recent week-end.

I hope these comments may help you decide, in your mind, where the Ferrari California fits, either production, or modified.

DR. J. NORMAN PARKER
Phoenix, Ariz.

The turtle has not changed in 200,000,000 years, but MOTORACING is constantly up-to-date, bringing you the latest in sports car racing, rallying and economy car news.

"Most male sports car drivers and enthusiasts toss in bed every 12 minutes. Female sports car drivers and enthusiasts toss every 10 minutes." — Original Research Studies.

Subscribe to MOTORACING

This Joker Had a Ball at Sebring

Here is the most unofficial official entry ever recorded. The driver of car No. 74, a Fiat, was called in because he didn't have a physical for the compact car race at Sebring, Fla.

The doctor checked him and he re-entered. The scorers and other officials were puzzled as there was no entry No. 74.

After the race it was found out that some joker had painted numbers on and just joined the rest of the field.

Compacts Race At Daytona

DAYTONA BEACH, Fla., Jan 6—At least 40 different compact models have been declared eligible to compete in the International car races at Daytona International Speedway here, Sunday, Jan. 31.

The three races scheduled that day will feature the second annual winter season of the new track. They will be nationally televised for the first time and are FIA-sanctioned.

One 50-mile races will be held over the 3.81-mile sports car course and speedway. The other over the 2.5-mile speedway. A three lap women's race will also be held over the 3.81-mile course.

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x			5.50-15	27.90	.78
x		x	6.00-15	32.00	.91
x	x		6.50-15	37.50	1.05
x			5.00-16	24.30	.68
x		x	5.25-16	27.00	.80
x	x	x	5.50-16	32.50	.91
x		x	6.00-16	35.00	1.08
x		x	6.50-16	37.00	1.15
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Vignettes

BY GUS V. VIGNOLLE

PHOTO: JOSH WONDERS
ALL ABOUT JAYNE!

(Continued from Page 1)
the massive ship kept thundering DOWN for an hour — from the bright, early morning sunshine above the weather through the atmospheric muck — and all of a sudden we're on the ground at some fantastic speed.

A few years ago when I was here to cover the famous Nassau races, Ken Rudeen, the Sports Illustrated scribe, boomed in from NY, days after George Cary Jr. and I had begun an archeological exploration on New Providence, Eleuthera and Cat Islands. Ken told me he had just completed one of the greatest of all flights—from NY to Nassau.

Being an old airlines bloke, I asked him what line. He said BOAC (British Overseas Airways Corp.). I thought Ken had a piece of BOAC. I think he called it "four hours of heaven" or some such thing.

Regal BOAC

I never quite forgot Rudeen's observation . . . so on this raw day I booked first cabinola on BOAC. Everybody, before he croaks, should take this flight.

To begin with, the British Britannia is a stupendous aircraft, the indoctrination having come by Aeronaves from Acapulco to LA, a service that, alas, no longer exists.

The service defies description—three stewards, Sidney Britten, Bernard Verco and Peter Banino, and one charming stewardess, Lily Watkiss.

The food at 20,000 feet and 324mph defies description. Have a gander:

Canapes Lucullus
Cayman Island Turtle Soup
With Amontillado
Cream of Asparagus Soup
Lobster Mayonnaise
Rock Cornish Game Hen-Wild Rice
Grilled Spring Lamb Cutlets
Buttered Broccoli
Salad Bowl
Pears Bristol
Assorted Cheese Tray
Cream Crackers
Basket of Fresh Fruit
Coffee
Friandises

The Martell Cognac, the English Worthington's India Pale Ale, the Champagne, the Meursault Charmes 1953, the Margaux Casque du Roi 1950, the Gordon Rouge Tres Sec, the Drambuie, the Cointreau, the Bisquit Dubouché VSOP—well, mister, on the ground here at Nassau I told Capt. Ronald Jude, who steered "The Bahamian" (BOAC's non-stop Luxury Service from NY to the Bahamas), that I thought he was lacking in guts because he didn't loop-the-loop with that big 188,000-pound Britannia. (I was petrified in that jet, as I am anytime I don't have two flat feet on terra firma).

The captain smiled. I said, "What the hell, cappy, a couple of loop-the-loops over the North Atlantic wouldn't have spilled TOO MUCH of that Cayman Island Turtle Soup with Amontillado on the British tweeds of all the British Babbitts (smart) who were lucky enough to be aboard."

Then I mumbled to Capt. Jude, "How come you landed in Singapore instead of Istanbul, how come? Do those blokes in London know you chaps belt the red in the cockpit?"

Capt. Jude smiled again. He winked at his co-pilot. He didn't think I caught it.

A Great Gang

As we said good-bye I mentioned in what I thought was a casual tone that the English (excepting the So. Calif. distributors, NOT dealers, of British products) were really a great bunch.

He asked me to say hello for him to Stirling Moss, an old buddy. "You mean Mirling Stoss, doncha?" I rejoined as Capt. Jude and the beautiful Britannia, the Flying Saloon (and I don't mean that in the British sense) disappeared from view.

At the airport in Guatemala they greet you with a cup of their fine



JOSH HOGUE & JAYNE MANSFIELD
coffee. At Havana, in the pre-barbudo days, they greeted you with rum Daquiris.

Here they ply you with Planter's Punches, a volcanic concoction whose chief ingredient is Myers Rum that must be 756 proof.

REMEMBER COLEMAN

ADD CHUCKLES: Cal Club hand-out refers to Dave Bracken as "popular." . . . Many members are hollering over CSCC raising its annual dues from \$10 to \$15 . . . Art work for the Women's Sports Car Club's installation banquet invitations is the product of the talented artist and aficionado, W. Paul Bailey . . .

In last issue we named our choices for the Cal Club's board, but incorrectly picked the six from the new candidates rather than the half dozen from the 12 who also include incumbents who choose to run again. These six will combine with the holdovers who have another year to run, and they are Ed Freutel, Bill Pollack (who'll never get out), Arnie Cane, Dick Hayward, D. D. Michmore and Curt Warshawsky.

From the 12 running to compete the board, MOTORACING favors Ed Barker, Sumner Bennett, Frank Monise, Perry Peron, Frank Milne and the leading WRITE-IN candidate, Walter Coleman.

We highly recommend you include Walter Coleman as a write-in. The club (a closed corporation) is broke, and Coleman, among others, is one guy who knows why it is busted. If he gets in, you'll see changes for the best. This'll include stoppage of wasting the members' dough through unnecessary expenditures by the Pharos.

Coleman is one of the most sincere guys we've ever met. He's been grid marshal for a number of years. He belongs to SCCA. He is a charter member of the Nat'l. Sports Car Drivers' Assn. He belongs to the Royal Automobile Club of England and the British Auto Race Club. He belongs to USAC's Road Racing Division. He is an honorary lifetime member of the Women's Sports Car Club. He belongs to the Lockheed SCC.

He has been a six-day bicycle racer, and he has raced cycles and cars in Europe. He has raced airplanes, has been a test pilot, and has played polo, international ice hockey and soccer in his younger days.

Action has been a byword with Walter Coleman. He has some good ideas to return the Cal Club to the members. I sincerely hope you list him as a board choice—but it must be a WRITE-IN.

BROOKS QUILTS RACING NOTEBOOK JOTTINGS — Tony Brooks, who recently became a pop, has quit racing. That moves Phil Hill up to numero uno on the Ferrari team (Allison and Von Trips are the others). Since he quit racing John von Neumann has taken to flying. . . . Respect-

(Continued on Page 7)



BLESSING HIS new Citroen DS-19 limousine at the Vatican is John XXIII. The Pope received the French luxury car for his 78th birthday. Gage/Booth & West ad agency,

anxious to capitalize on the Pope tie-in, sent this photo to the press.

30 Rootes Cars in Monte Carlo Rally

Rootes Group cars will be used by 30 of the 119 top-line British crews entered in the 3,500-mile Monte Carlo rally. Among them are 25 Sunbeams including six works-entered Rapiers competing as two teams.

Expert Swedish, Danish and Swiss crews, also competing in Sunbeams, make up one of the strongest single marque entries in the five-day event which starts on Jan. 18. The rally ends Jan. 23. Starting points are Oslo, Frankfurt, Paris and Lisbon.

EDITORIAL

Let's Get Out of Sebring

(Continued from Page 1)

hand, along with the editor of this paper. He couldn't believe it. He termed the town as "avaricious."

Alec Ulmann is the promoter of these races in Sebring. There are those who claim that he owns the town of Sebring; otherwise, they cannot fathom why such important races are held there.

From what we have noted in various (but, alas, no more) trips to Sebring, Ulmann is one of the most unpopular racing promoters in the world. Many have asked him: "Why Sebring?" He never has answered. He has absolutely no public relations!

Mr. Martin wrote, in part: ". . . many doubts have been expressed before concerning events being staged in such an out-of-the way place as Sebring, Florida. Many motor sport spokesmen have wondered how the C.S.I. of the F.I.A. could possibly sanction races in Sebring when there are so many other much better circuits in the country that are available for International Championship events. Spectator turnout has always been small at Sebring due to its isolated location, compared with other circuits that have turned out two and three times the crowds for only local races. Besides, Sebring being just an airport circuit, the housing facilities are the worst of any course in the U. S. . . . Many in the U. S. have felt that the U. S. can never do justice to an International event until it is removed from the Florida area to either New York, Midwest or California circuits."

If some of the other motoring publications in this country weren't so macaroni-spined, they'd pick up the cudgel to get big-time road racing out of Sebring.

MOTORACING has been the leader in this campaign. It is heartening to see AUTOSPORT lend a hand.

How about some of the others, including such highly-respected writers as Frank Blunk of the N. Y. Times?

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



WELL, HO-HO-HO and all that sort of New Year's modified jazz. Gee, we were having a fairly pleasant holiday when we got a fat phone call from Dr. Wm. Molle, the well-known fangster and Panhard driver. He was madder than all get-out because we had claimed in our Riverside coverage that he had "goofed" when he and Harry Jones tangled bodywork on turn 6. He claimed that he got to the corner first, which is true, and therefore any line he wanted to take through it was correct. Molle went real wide but it was Jones' problem to back off and miss Molle when he cut back in.

Okay, we apologize for being observant.

Addendum

Oh, yes. We also were wrong when we claimed that Molle went on his side (in his car, of course) at Laguna Seca. It was San Luis Obispo. The doctor felt that we had implied that this cunning maneuver put him out of the race, which it did not. It was at Hour Glass that he went on his head.

Another thing, which he was justifiably angry about was that we hadn't mentioned that he had driven Rene Pellandini's DB Formula Jr. at Hour Glass on Saturday and whopped Ed Freutel's Stang-uellina by a fair amount. We weren't there Saturday, and didn't write the race story for that particular event, but he does have a point.

Serious Moment

All kidding aside, which is pretty hard to believe, our personal opinion is that Dr. Molle is the top small car driver on the West Coast. We have great hopes for the Formula Jr. movement and the drivers we would pick as the top team for anyone who can come up with the cars would be Ken Miles, Bob Drake and Wm. Molle.

Signs of the Times

We've been noticing some interesting road signs lately and

think that the people up in Sacramento are finally getting with it.

Two way street. Do not enter.

Passing prohibited except when necessary.

Park parallel to manhole.

No parking except on alternate days.

It is unlawful to throw chimpanzees from moving vehicles, except streetcars and buses.

Left turns permitted only when authorized by the L.A. P.D.

Zero Driver

Well, we've got the Grand Prix Sprit all ready for the 1960 season. The plugs are nicely oiled, as is the owner/driver, there is a smooth clatter of power from somewhere in the engine and the tires have been scrubbed-in to a point whereby they will lose traction on a fleck of hummingbird guano. The car is so sensitively prepared that it can be spun out while parked. It's tuned so tight it won't even start in the morning. It can only compete in the afternoon events where the starting grid is on a steep hill.

The outfit that handles it is so terrified of the car's potential that we haven't been able to get the tachometer gear box we ordered five months ago. Drive by ear. Never even touch the wheel with our hands. Shifting is a bit trickier, though. Keep getting the gear shift knob stuck under the edge of the helmet.

Snail Foundation

Once had a frog stuck in our helmet. Made him get out and get back in his Renault. He was a crafty one though. Known as Renault the Fox. Used to drive at a snail's pace and if you've ever paced off a snail you know how silly it can get.

Had a snail for a pet, once, back in the old Ascot days. Named him Lefty, for reasons which were obvious to all who saw him in the pits. Slow to make friends, but once he made them, he stuck to them. Stuck to Barney Oldfield for three weeks one time.

Finally died. Fell in love with a girl snail who worked in a Shell station. Her boyfriend slugged him. Couldn't stand to be bugged. Took an overdose of Snarol and willed his body to a French restaurant.

New Speedway In No. Carolina

CHARLOTTE, N. C. Jan. 6 — Stockholders of Charlotte Motor Speedway Inc. today elected a seven-member board of directors, approved a second stock issue and heard a progress report on construction of the multi-million dollar racing plant. Named to the board of directors was Curtis M. Turner, president and nationally-famous race driver.

Furor Over New SF Rules

(Continued from Page 1)

Bristol, Aceca Bristol, Alfa Romeo Veloce and Conrero, Arnolt Bristol, Aston Martin, Healey 100-6 Sebring with disc brakes, Healey 100-S, Healey Super Sprite, Sebring Sprite, BMW 507, Corvette, DB 750 and 850, Denzel, Elva Courier, Fairthorpe Electron Mk II and Minor, Ferrari 250 GT, Fiat Abarth 750 Twin Came, Frazer Nash, Jaguar XK 150S, 140MC, 120MC (2 inch carburetors), Lancia GT and Spyder, Lancia Appia GT, Mercedes-Benz 300SL, MGA Twin Cam, Morgan with aluminum body and/or disc brakes, Maserati 250 GT, Porsche Carrera (all models), Porsche lightweight GT Super and Super 90, Siata 208S, Triumph Twin Cam and Turner 950 Sports.

The rule adds: "Any cars not mentioned above who take advantage of any factory options other than may be specifically mentioned, will be reclassified GT. Any car that in the opinion of the Contest Board violates the spirit of the above rules will be subject to reclassification as a GT car."

No Towing

It is claimed that under the new three-group classes, past performances as a basis for equalizing competition will be "thrown out the window."

Heat also is being voiced over a new class, Showroom Stock, which calls for 1000 vehicles having been manufactured and that the car must be "driven, not trailed or towed," to a race.

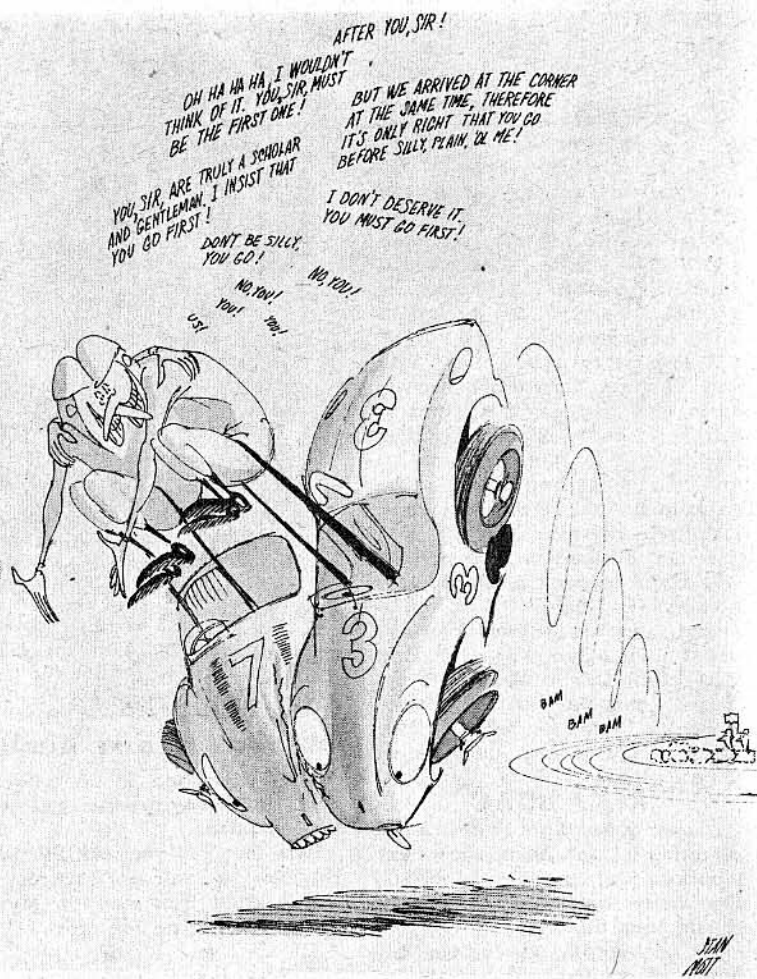
This is wide open for cheating, more than common in sports car racing. This writer predicts there will be practically no entries in this class.

As one noted driver remarked, "Not towed from where?"

Stan Mott, the cartoonist, plans to move his headquarters to New York City, where he feels there are more publishing opportunities.

"Imitation is the sincerest form of plagiarism." — Oscar Levant.

The Gentlemen • BY STAN MOTT



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NOT TOO long ago a rally staged by the Bachelors' Sports Car Club drew an unusual entry—an affable enthusiast in his early 40's who had never driven an automobile. He is Bill Teas, a custom photo lab expert, formerly of L. A., now of San Francisco. In panel at left he checks in for the rally; center, Teas (wearing driver's helmet) is assigned No. 70 by one of the girls

Joining the Bachelors: right, the denouement—Teas did not know how to drive, so he took a taxicab. The cabbie affixes No. 70 on the cab—and soon they were off to Malibu. The tab was something like \$50, but Teas didn't mind—he's an enthusiast. He since has been taught how to drive by George Holland, the rally impresario.

French Car Firms Reply To U. S. Suit

Officials of both the Renault and Peugeot distributing firms in this country have denied that they are guilty of fixing prices and restricting sales as charged by the U.S. Justice Department.

Robert Valode, Renault vice president and general manager, pointed out that auto sales by his company only account for two per cent of total U.S. sales.

'Create Competition'

"The anti-trust laws are intended to curb monopolies and foster wholesome competition," he declared. "Renault and other imported cars, far from creating monopolistic conditions, have stirred up some of the liveliest competition in automotive history."

His view was reiterated by Francois Daeschner, Peugeot's vice president and general manager. He charged the government was attempting to introduce new and legally unsupported interpretations of contracts which, if they became the law of the land, would force "practically every concern in the U.S. marketing its products through independent distributors" to "alter drastically their long-established marketing procedures."

Anti-Trust Suit

The Justice Department filed a civil anti-trust suit against the two companies in the U.S. federal court for the southern district of New York. It named these two companies, which are American subsidiaries of French parent companies, as well as 16 distributors.

The complaint charged that the two companies and their distributors fixed wholesale and retail prices of the two automobile lines as well as parts and allocated exclusive sales territories to 700 dealers.

1959 Pacific Coast Race Summary

By ERIC HAUSER

OVER 2 LITERS MODIFIED

RACE	1st	2nd	3rd
POMONA CSCC	Ginther (Ferrari)	Krause (Maserati)	Miles (Porsche)
POMONA (Examiner) USAC-CSCC	Hudson (Ferrari)	Krause (Maserati)	Ruby (Maserati)
STOCKTON SF-SCCA	Flaherty (Lister-Jag)	Seher (D-Jag)	
DEL MAR COMB-SCCA	Weiss (Porsche)	McAfee (Porsche)	Drake (Cooper)
SALT LAKE SL-SCCA	Flaherty (Lister-Jag)	Weiss (Porsche)	Chamberlain (Lotus)
STA. BARBARA CSCC	Morgensen (Ferrari)	Hulette (Chev Spl)	Blackwell (D-Jag)
LAGUNA SECA SF-SCCA	Weiss (Porsche)	Flaherty (Lister-Jag)	Glyer (Ferrari)
HOOR GLASS CSCC	Ginther (Ferrari)	Morgensen (Ferrari)	Blackwell (D-Jag)
RIVERSIDE USAC	Ginther (Ferrari)	Daigh (Chev Spl)	Morgensen (Ferrari)
TRACY SF-SCCA	Pardee (Porsche)	Seher (D-Jag)	Sharp (Maserati)
SEAFAR NW-SCCA	Florence (Ferrari)	Keck (Ferrari)	Jensen (Pontiac)
STA. BARBARA CSCC	Miles (Porsche)	Morgensen (Ferrari)	Livingston (Chev Elim)
DEL MAR LA-SCCA	Morgensen (Ferrari)	Budurin (Buick Spl)	Roetner (Ferrari)
VACAVILLE USAC	Pabst (Scarab)	Glyer (Ferrari)	Seher (D-Jag)
RIVERSIDE (Times) USAC-CSCC-SCCA	Hill (Ferrari)	Ruby (Maserati)	Morgensen (Ferrari)
LAGUNA SECA SF-SCCA	Hudson (Maserati)	Seher (D-Jaguar)	
HOOR GLASS SD-SCCA	Morgensen (Ferrari)	Sharp (Maserati)	Woods (Devin)
TUCSON ARIZ. BOR-SCCA	Morgensen (Ferrari)	Balchowsky (Buick Spl)	Sharp (Maserati)
RIVERSIDE CSCC	Krause (Merc-Corv.)	Drake (Maserati)	Morgensen (Ferrari)

UNDER 2 LITERS MODIFIED

1st	2nd	3rd
Glyer (Ferrari)	Nethercutt (Ferrari)	DeMuniz (Maserati)
Miles (Porsche)	Weiss (Porsche)	Glyer (Ferrari)
Weiss (Porsche)	Glyer (Ferrari)	Lehr (Porsche)
Weiss (Porsche)	Chamberlain (Lotus)	Vincent (Ferrari)
Miles (Porsche)	McAfee (Porsche)	Howard (Porsche)
Weiss (Porsche)	Howard (Porsche)	Glyer (Ferrari)
McAfee (Porsche)	Snyder (Lotus)	Playan (Porsche)
Weiss (Porsche)	Miles (Porsche)	Holbert (Porsche)
Glyer (Ferrari)	Becker (Ferrari)	Grienswicht (Porsche)
Monise (Lotus)	Michelmore (Porsche)	Snyder (Lotus)
Michelmore (Porsche)	Patrick (Porsche)	Timanus (Lotus)
Weiss (Porsche)	Parsons (Lotus)	Cornett (Ferrari)
Miles (Porsche)	Weiss (Porsche)	Holbert (Porsche)
P. Pigott (Lotus)	Parsons (Lotus)	
Cornett (Ferrari)	Hughes (Porsche)	Haggerty (Cooper)
Hinkle (Maserati)	Michelmore (Porsche)	Beagle (Porsche)
Neumann (Lotus)	Michelmore (Porsche)	Challman (Lotus)

IRELAND IMPROVES POSITION

As MOTORACING went to press last issue, announcement was made of the reversal of the finishes of Count Wolfgang von Trips' Ferrari and Innes Ireland's Lotus at the U. S. (Sebring) Grand Prix. This made Ireland finish fifth, von Trips sixth.

It also knocks the German driver out of the first 15 in the final 1959 World Championship standings and improves Ireland's position from 11th to a tie with Harry Schell for 10th. Both Schell and Ireland finished with five points. The two points previously awarded von Trips at Sebring were the only ones he scored in the eight championship races. Until Sebring, Ireland had only been credited with three points for a fourth gained at Monaco. Fifth place is worth two points. (See MOTORACING, Dec. 11 - Dec. 18, 1959, Page 5.)

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"The color of an egg has nothing to do with the quality of the egg, and is merely indicative of the kind of brain possessed by the hen that laid said egg. — Verbose Research Laboratory.

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Rally Sparks

BY DUANE SPARKS

With a completed schedule of nine successful championship rallies in 1959, SCCSCC can look back with pride upon another year of progress in the development of sports car rallies. Rated by contestants in order of excellence were:

1. Pacific SCC—De Wheel Bounce
2. Santa Monica FCCA—D'Oro
3. San Diego SCC—Don Diego
4. Palomar SCC—Rally of the Stars
5. Rallymasters — Mark I
6. Long Beach MG Club—Great Western
7. Lockheed SCC—24Hour
8. Austin Healey Owners—Sundown
9. Northrop SCC — Sierra

The top six of the above have their choice of 1960 dates, and all have indicated preferences. Three new clubs, Radioplane, Astro and STLEASCC, have requested dates following the first six, as have the remaining three 1959 sponsoring clubs. Thus we are assured of a full 12 championship events next year which, combined with the new California State Championship competition guarantees plenty of exercise for avid contestants and their equipment.

State Competition

This new State Championship competition as presently planned will operate as follows: By signing a "Notice of Intention to Compete" at the start of each SCCSCC and NCSCC championship event, contestants may declare their intention to run as many as eight rallies during 1960 for California State Rally Championships. At least two of these eight must be events away from the home area - we here in So. Calif. must run at least two of the No. Calif. championship rallies and vice versa.

When results are in, each contestant's six best scores (including at least one outside his own area) will be counted for points toward trophies to be awarded at the end of the year. The program will be self supporting as funds for trophies will come from a fee of 50c to be paid by each entrant at the time he elects to run for State points. An additional incentive is

planned to encourage exchange of competition between the two areas by permitting visiting rallyists who are members in good standing of member clubs of NCSCC to run for SCCSCC points and vice versa.

Standardization

This program should broaden interest in the sport, help to standardize techniques, vocabulary and rules as well as provide a whole new set of roads to rally on. Forms will be available at the start of the Mark II, the first championship event of 1960 on Jan. 31.

Revised final standings for 1959 are listed on this page after giving way to the elimination of SW-SCC's Rally de No Snailo as a championship event. Always one of our favorite rallies, this one had to go because of the sponsoring club's refusal to make available to SCCSCC data from which the event could be properly scored.

Glendale FCCA holds a Handicappers Holiday Rally, Jan. 24. Start: 8:30 a.m. Sears Valley Plaza, Laurel Canyon and Victory, No. Hollywood. It is a navigational rally with "seat of pants" class optional. About 4½ hours and 125 miles. Picnic at end, weather permitting. For further info call Libby Stewart, No 2-5517, or Gene Martin, HO 7-1322.

Roger Platzeck of Arrowhead FCC sent along results of his club's POWDER PUFF rally. Seems as though the VW's cleaned up again, with Gladys Stoer as first member and Elaine Willis as first guest both piloting beetles.

CALIFORNIA IMPORTED CAR CLUB (CICC) announces the Miles Shmiles Rally (navigational-odometer must work), Jan. 17, starting at Hinshaws parking lot, Duarte Road, Arcadia. First car: 9 a.m. This event is being staged for drivers of all foreign cars only. For additional info contact Verne Dickerson, ED 9-1812. Dash plaques for all guests.

Corrections Made To Point Standings

Corrections to the final MOTORACING 1959 Pacific Coast drivers' point standings:

(1) Ken Miles was the leader in class F modified. Both he and Jack McAfee started the 1959 season with Class E engines, but soon switched to class F displacement.

Because I wanted to show their point standings in direct comparison to Sam Weiss, who was really their only true competition in the under-2-liter category, I arbitrarily scored them in class E category on the assumption that both Miles and McAfee would have preferred it that way.

I think the most significant measure of Miles' ability lies in the fact that he posted a faster qualifying lap at Riverside in his class F Porsche than the late Jean Behra was able to do in the factory-owned class E Porsche.

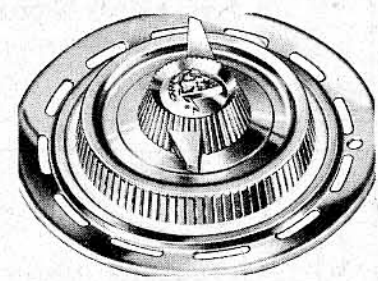
(2) Ray Seher of Reno, Nev., earned 27 points with his red D-type Jaguar to win 7th place in point standings in the main event category.

(3) D.D. Michelmoro of Reseda, Calif., ran the last few races of the season in class F modified. He earned 28 points in this class and third place in point standings. Michelmoro also earned 27 points in class E modified and sixth place in the point standings of that category. —ERIC HAUSER.

(See box on page 1 regarding Feb. 3 Awards Party at Grand Prix Restaurant.)

WALK DRY

In Los Angeles County, one out of every three pedestrian fatalities involves a pedestrian who had been drinking.



NEWEST NATIONAL WHEEL COVER COMBINES POPULAR FEATURES
Incorporating many of the popular features of recent covers, NAMSco announces another model to its line. Like many National Covers, this new model, No. 2, comes in 13", 14" and 15" sizes to fit all cars. And it also includes the National features: no-slip, no-turn, no-squeak attachment springs; triple chrome plate; and interchange with original equipment. Available through Auto Accessories stores everywhere. For full information write: NAMSco, Inc., Bellwood, Illinois.



MOTORACING staff writers Mr. and Mrs. W. R. C. Shedenhelm are now at home at 11101 Riverside Drive, North Hollywood. Mrs. Shedenhelm is the former Geri Fleming. They were married recently in Encino. (Photo by Treichler)

Final 1959 Council Rally Leaders

FINAL 1959 COUNCIL RALLY LEADERS										
Unofficial SCCSCC Championship Standings										
DRIVERS	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	TOTAL
1. Stan Johnson	16	(12)	22	19	16	22	19	*	25	139
2. Dick Coulter	18	23	24	11	24	12	14	*	(4)	126
3. Ron Jones	25	*	19	16	*	23	18	0	10	111
4. Tom Higgins	0	19	0	24	15	11	24	17	*	110
5. Bill Chester	*	18	9	18	13	0	23	0	22	103
6. Doug Linder	13	17	3	22	20	*	10	3	0	88
7. Howard Frank	20	24	0	0	*	0	17	0	21	82
8. Jerry O'Brien	0	0	20	*	22	24	0	2	12	80
9. Ted Sparks	*	0	25	9	9	0	11	25	*	79
10. Bob Piercy	12	0	6	1	17	15	13	*	14	78
11. Dick Kermode	*	*	*	7	14	25	5	23	*	74
12. Dick Pieper	6	10	*	17	18	21	*	0	*	72
13. Chuck Meredith	*	15	18	14	0	0	*	20	*	67
14. Mel DeLoof	0	22	14	25	0	0	*	*	*	61
15. Don Blunt	0	0	0	0	25	8	25	0	(15)	58
16. Wayne Brown	21	0	*	13	0	*	0	0	24	58
17. Diane McPherson	23	0	0	23	0	9	*	*	*	55
18. Duane Sparks	0	0	23	6	0	*	0	0	19	50
19. Cal Hudspeth	7	9	12	*	19	*	*	*	0	47
20. Dick Butler	4	0	0	*	0	16	12	11	2	45
21. Gordon Madison	22	0	3	0	*	*	6	4	9	44
22. Flo Schumann	3	*	10	21	10	0	*	0	*	44
23. Virg Herman	15	0	4	15	4	*	3	0	3	44
24. Russ Smith	0	0	0	0	0	*	22	22	*	44
25. Tom Kienholz	*	21	*	*	*	*	*	*	23	44
NAVIGATORS	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	TOTAL
1. Al Sorenson	16	12	0	19	16	22	19	*	25	129
2. Al Nesbitt	10	23	24	11	24	12	14	*	(4)	118
3. Dick Lovell	0	19	0	24	15	11	24	17	*	110
4. Elizabeth Chester	*	18	19	18	13	0	23	0	22	103
5. Bob Cole	7	9	12	7	19	(20)	22	22	0	98
6. George Taylor	0	*	19	16	5	23	18	0	10	91
7. Jack Carlson	13	17	*	22	20	*	10	3	0	85
8. Don Simpson	0	0	20	*	22	24	0	2	12	80
9. Larry Harris	12	0	6	1	17	15	13	*	14	78
10. Jerry Sparks	24	0	23	0	*	*	11	*	19	77
11. Bob Piety	0	0	0	0	25	8	25	0	15	73
12. Juanita DeLoof	0	22	14	25	*	0	*	*	*	61
13. Ann Sparks	6	10	25	9	9	*	*	*	*	59
14. Bob McPherson	23	0	0	23	0	9	*	*	*	55
15. Lorraine Butler	*	0	0	0	0	16	12	11	2	45
16. Bob Dunn	*	25	*	*	*	*	*	*	20	45
17. Ginny Herman	15	0	4	15	4	*	3	0	3	44
18. Charlie Schumann	3	*	10	21	10	0	*	0	*	44
19. George Kendall	*	21	*	*	*	*	*	*	23	44
20. Ruth Piercy	18	0	*	17	0	0	0	*	7	42
21. Betty Hill	0	0	2	0	0	19	21	*	0	42
22. Nick Marechal	*	24	0	0	*	0	17	0	*	41
23. Don Royer	20	*	*	*	0	*	*	*	21	41
24. Bill Costley	0	*	*	*	14	25	*	*	*	39
25. George Blondin	0	16	*	*	*	*	*	*	18	34

(1) Mark I; (2) Don Diego; (3) De Wheel Bounce; (4) Great Western; (5) 24 Hour; (6) Sierra; (7) Sundown; (8) D'Oro; (9) Stars. * Did not compete. () Not for points.

RALLIES

JANUARY

- 10----- San Gabriel FCCA PRIMERO DEL ANO V, SCCSCC Open nav. event: 8 A.M. Clock Restaurant Rosemead & Las Tunas, Temple City, 200 miles \$4.00 HI 6-1478
- 15----- San Francisco SCC SECOND MADD MANN RALLY 7:31 P.M. St. Francis Yacht Harbor, S. F. Nav. Bob Mann, R.M. Call Bunny Gallant PL 5-8760
- 17----- Southwest SCC YOU ASKED FOR IT II, nav. 4½ hrs. Dick Anderson, R.M.
- 18-22----- Monaco MONTE CARLO RALLY
- 23----- Chucanut SCC, Bellingham, Wash. WINTER NIGHT RALLY 9 P.M. Sears lot.
- 31----- Rallymasters MARK II, SCCSCC Championship event for January, 6:30 A.M. Bob's Drive-In Sepulveda near San Fernando Mission Rd. \$6.00, 9½ hrs. Duane Sparks, R.M. Call Jan Woodard FR 2-2231

'59 Pacific Coast SCCA Champions

Following are the SCCA official 1959 Pacific Coast Point Champions as compiled by Al Fleming and W. R. C. Bm — Alex Budarin/Hagemann Spl.

26. Cm — Pete Woods/Devin SS Corvette, 18.

Dm — Dick Morgensen/Ferrari TR.

40. Em — Sam Weiss/Porsche RSK, 30.

Fm — Eldon Beagle/Porsche RS, 24.

Gm — James/Lowe/Lotus Mk XI, 62.

Hm — Harry Jones/Lotus Crosley, 58.

F-11 — Harry Morrow/Cooper Norton.

20. Bp — Dean Geddis/Corvette, 36.

Cp — Dean Mears/MB 300 SL, 66.

Dp — John Barneson/Porsche GT, 28.

Ep — R. W. Kastner/TR3, 32.

Fp — Ted Conrad/Porsche 1600, 28.

Gp — John English/Alfa Giul, 36.

Hp — Paul Cunningham/AH Sprite.

1p — Dan Parkinson/Fiat Abarth, 38.

WOMEN DRIVERS
Prod. Over-1600cc — Barbara Windhorst/Morgan, 54.
Prod. Under-1600cc — Sunnie Baker/Porsche, 50.
Modified Over-1500cc — Joan Galloway/Lotus Mk X s/c, 10.
Modified Under-1500cc — Marion Low/Lotus Mk XI, 44.

CHECK YOURSELF

More than half the fatal accidents in California last year involved only one vehicle. Quit blaming the other fellow and start correcting your own driving errors.

Renault Takes Lead

NEW IMPORTED PASSENGER CAR REGISTRATIONS

January through October, 1959	Calif.	No.	So.
1 Renault	15134	6462	8672
2 Volkswagen	14280	6747	7533
3 Hillman	6871	2318	4553
4 Fiat	6460	2333	4127
5 Volvo	5144	2147	2997
6 Austin-Healey	4894	1836	3058
7 Simca	4816	1903	2913
8 Triumph	4607	1882	2925
9 M. G.	4316	1301	3015
10 Opel	4176	1349	2827
11 English Ford	3833	1907	1926
12 Morris	2773	1138	1635
13 Peugeot	2220	884	1336
14 Borgward	1797	736	1061
15 Metropolitan	1711	538	1173
16 Mercedes Benz	1417	419	998
17 Vauxhall	1385	452	933
18 Taunus	1321	524	797
19 N. S. U.	1254	117	1137
20 B. M. W.	965	120	845
21 Jaguar	888	329	559
22 Austin	836	248	588
23 Porsche	640	264	376
24 Toyopet	560	310	250
25 Goliath	488	348	140
26 Citroen	486	136	350
27 Alfa-Romeo	439	161	278
28 D. K. W.	410	124	286
29 Sunbeam	371	149	222
30 Singer	353	70	283
31 Lloyd	313	118	195
32 Datsun	288	161	127
33 Skoda	170	66	104
34 Wartburg	143	44	99
35 Lancia	133	51	82
36 Gogomobil	131	58	73
37 Riley	95	93	2
38 Rolls Royce	73	25	48
39 Berkeley	70	16	54
Misc. (54 or less each)	348	137	211
Industry	95609	37821	58788

(Courtesy Motor Registration News, Oakland, Calif.)

San Francisco Bares 1960 Racing Slate

SAN FRANCISCO, Jan. 6—Following is the 1960 racing schedule announced by the San Francisco region of SCCA, with some events still subject to change (listed are SF SCCA, CCCC and other events):

- Jan. 24 — Cotati, RDC (Racing Drivers' Club) practice session.
Feb. 14—Cotati, RDC practice session.
Mar. 5-6—Location to be announced, Cal Club.
Mar. 5-6—Cotati, SCCA-RDC.
Mar. 5-6—Phoenix (PCC event).
April 2-3—Stockton, SCCA.
April 24—Cotati, RDC practice session.
April 30-May 1—Vacaville, Cal Club.
May 15—Salt Lake (PCC event).
May 21—Shelton, Wash. (PCC event).
May 28-29—Santa Barbara, Cal Club.
June 4-5—Laguna Seca, SCCA-FIA (PCC).
June 12—Cotati, RDC practice session.
July 9-10—Hall Moon Bay, SCCA.
July 17—Cotati, RDC practice session.
July 30-31—Seafair (Wash.) PCC event.
Aug. 6-7—Location to be announced, Cal Club.
Aug. 13-14—Tracy, SCCA.
Aug. 21—Cotati, RDC practice session.
Sept. 3-4—Santa Barbara, Cal Club.
Sept. 10-11—Cotati, SCCA-NCCA.
Sept. 24-25—Vacaville, Cal Club.
Oct. 1-2—Riverside, Times, USAC-CSCC (PCC).
Oct. 2—Cotati, RDC practice session.
Oct. 9-10—Laguna Seca, SCCA-USAC (PCC).
Oct. 30—Vacaville, USAC Formula Libre.
Nov. 12-13—Bakersfield, Cal Club.
Nov. 13—Cotati, RDC practice session.
Nov. 26-27—Tucson (PCC).
Dec. 11—Cotati, RDC practice session.

National SCCA Rally Calendar

- March 26-27 — National Rally (R) - Texas.
April 7-10 — Jersey 500 National Rally (S) — Northern New Jersey.
April 23-24 — Great Canyon National Rally (R) — Arizona Border.
April 30-May 1 — P O R National Rally (R) — Detroit.
May 20-22 — Virginia Reel National Rally (S) — Washington.
May 21-22 — Golden West National Rally (R) — San Francisco.
June 4-5 — On Wisconsin, National Rally (S) — Milwaukee.
June 18-19 — Historic New York Rally (S) — Central New York.
July 8-10 — Thirty Et Six National Rally (S) — Southern Illinois.
July 15-17 — National Rally (T) — Chicago.
Aug. 19-21 — Berkshire National Rally (R) — New England.
September 16-18 — National Rally (R) — N. E. Ohio.
Sept. 23-25 — Colorado Divide National Rally (R) — Colorado.
Oct. 7-9 — Rip Van Winkle National Rally (R) — New York.
Oct. 21-23 — National Rally (R) — San Jacinto.
Nov. 4-5 — National Rally (T) — Los Angeles.
Nov. 4-6 — National Rally (R) — Philadelphia.

National SCCA Race Calendar

- March 19-20 — Midland, Texas — West Texas (R).
April 2-3 — Pensacola — Gulf Coast (R).
April 15-17 — Marlboro — Washington (R).
April 30-May 1 — VIR — Danville (R).
May 14-15 — Cumberland — Steel Cities (R).
May 28-30 — Bridgehampton — New York (R).
June 18-19 — Elkhart Lake (R).
July 1-4 — Lime Rock — New England (R).
July 16-17 — Continental Divide Raceways — Colorado (R).
Aug. 6-7 — Montgomery — New York (R).
Aug. 20-31 — Kentucky Derby Festival — Kentucky (R).
Sept. 3-4-5 — Thompson — New England (R).
Sept. 10-11 — Elkhart Lake — Chicago (R).
Sept. 23-24 — Watkins Glen — Glen (R).
Oct. 29-30 — El Paso, Texas — Pan American (R).
Nov. 12-13 — Daytona Beach — Central Florida (R).

1959 Nat'l SCCA Race Champions

- B Mod. — John Staver: Virginia, Minn.
Echidna — 18
B Prod. — James Jeffords: Milwaukee, Wis.
Corvette — 76
C Mod. — Walt Hanson: Westfield, N.J.
Lister-Jag — 68
C Prod. — Robert Grossman: W. Nyack, N.Y.
Ferrari — 48
D Mod. — Alan Connell: Ft. Worth, Texas
Ferrari — 72
D Prod. — Fred Spross: Poughkeepsie, N.Y.
Austin-Healey — 64
E Mod. — Gaston Andrey: Framingham, Mass.
Ferrari — 46
E Prod. — Pierre Mion: Arlington, Va.
AC Bristol — 40
F Mod. — Don Sessler: Lancaster, Ohio
Porsche RSK — 62
F Prod. — Harry Blanchard: Greenwich, Conn.
Porsche — 84
G Mod. — Arthur Tweedale: Falls Church, Va.
Elva — 64
G Prod. — Charles Stoddard: Mentor, Ohio
Alfa Romeo — 70
H Mod. — James Eichenlaub: Ellwood City, Pa.
Osca — 102
H Prod. — Ray Heppenstall: Phila., Pa.
DB — 80
I Prod. — Paul Richards: Wappinger Falls, N.Y.
Fiat-Abarth — 130
J Prod. — A. Edward Wright: Richmond, Va.
Berkeley — 20
Formula III — James Haynes: New York, N.Y.
Cooper — 52
NATIONAL RALLY CHAMPIONS
Driver — Mrs. Juanita DeLoof, Manhattan Beach, Calif.
Navigator — Mel DeLoof, Manhattan Beach, Calif.

FACTS ON ALKY

Small amounts of alcohol reduce judgment, self-control and driving ability.



See **PALM SPRINGS**

Road Races
SAT.-SUN., JAN. 23-24
PALM SPRINGS
Municipal Airport,
16 Exciting Events
Starting 11 a.m. Both Days

Sponsored by
SPORTS CAR CLUB OF AMERICA

(Los Angeles Region)
Championship
Points Awarded

Classified Ads

SPORTS CARS

HOW TO USE MOTORACING CLASSIFIED AD PAGE

BY PHONE: In Los Angeles call AXminister 2-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD.

IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only).

BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041-Marlton Ave., Los Angeles 8, California.

RATES

75c PER LINE, one time.
MINIMUM: 5 lines.
CONTRACTS: Apply for rates.
BOX NO.: Add 50c
RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.
HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.
"POSITIONS WANTED": Less 15% payable in advance.
AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

ELVA MKIII

Last one built, perfect condition. 3 races - 3 trophies. All latest goodies, needs nothing but driver with heavy right foot. No reasonable offer refused. Will take trade.
R. C. CHILLESPIE
INTERNATIONAL MOTORS, INC.
615 Francisco Blvd.
San Rafael, California
Glenwood 6-1653

Ferrari 250TR

Immaculate, perfect condition. First Class D. Mod every race. Spare wheels, 3 extra ratios. Quitting racing. \$8,500.00 MERCEDES SPECIAL. Deduct rear axle, space frame, concours condition. \$4,000.00. GMC Truck and Trailer will fit either car.

Owner - Charles J. Hughes
Contact Danny Collins, 1626 Albion
Denver, Colorado

COMPETITION

Road Racing CAR. Prof. All Alum. Body. Torsion bar, susp., racing shocks, swing rear axle, inboard brakes, tube frame. Too much to tell here. Less Eng. & Trans. SEE. Make offer over \$1200.00. Cost \$5500. EM 5-8828 Evenings.

1 TAYLOR Super Sports, 2 Liter. SOHC. Fresh. Ready to run. This is the lightweight bomb featured Road and Track, May '58. \$1295. Complete. EM 5-8828 Eves.

MASERATI 2 Liter Zagato Cpe. This car has 4000 original miles. Never raced. Assured winner in up-coming G. T. Class Racing. Trades considered. Oreste Borgognone, 8906 Plymouth Street, Oakland, Calif.
Phone: OL 3-4216

FERRARI SUPER MONZA - Big 3.5 engine in lighter chassis. Car fully maintained by experienced Ferrari mechanic. New Bahamas Blue metallic paint. Excellent condition throughout. Ready to race \$4,995. Burney Russell, 5001 Crown Rd., Fort Worth, Texas.

1958 PORSCHE Speedster black w/light tan interior. \$3,026. And it's SO new and clean and shiny and minty, etc. Car available only to people with good taste and money. Very private party. Ladies must have escort. FR 9-0558.

**1960 ALFA ROMERO
GIULIETTA SPRINT
COUPE**—White with Red and Gray Upholstery.
Only 4 months old.

**Asking \$3850
JUST ARRIVED FROM
ROME A WEEK AGO.**
European accessories and Italian Instrument Panel.
Phone days CR 4-6001 or eves. and weekends OL 6-3044 (L.A.)

'58 MGA HARD TOP COUPE, 11,000 miles, wire wheels, heater. Not raced or wrecked. Excellent condition. \$2100. OR-hard 2-7507 evenings and weekends. P.O. Box 4-5274, Los Angeles.

FERRARI TESTA ROSSA two liter. Two and one-half racing seasons. Two hours since overhaul by George Grinewitsch. Will ship. Quick cash needed for new RSK. \$4900. Richard P. Hogue, 601 Seventh Avenue, Gilbert 1-4041, Sacramento, California.

The Auto Works

First with Triumph in The Valley now announces another FIRST !!!
Now handling the fantastic Citroen - all models: ID Deluxe - ID Comfort, DS 19 - and the Station Wagon.
COMPLETE CITROEN SERVICE AND SALES FOR THE WEST VALLEY
THE AUTO WORKS
17454 CHATSWORTH ST.
GRANADA HILLS, CALIF.
EMpire 3-5081

SPORTS CARS

Ferrari 250 TR

Delivered Nov. '58. Has only five short Races (Regional) - Always 1st or 2nd. O. A. 1 National - 1st DM. Never wrecked or Blown. 6 Spare Wheels, set of Bearings & few other spares. Consider trade on G.T. FERRARI, ASTON. Ask \$9,000.

David C. Lane, M. D.
3 S. W. 16th St.
Ft. Lauderdale, Fla.
JA 4-4912

Ferrari 2 Litre Testa Rosa

IN EXCELLENT
CONDITION
ALSO 1500cc COOPER
CHASSIS WITH PORSCHE
TRANSMISSION AND
DISC BRAKES.
ALSO 1500cc CLIMAX
DOC ENGINE WITH
MANY EXTRA PARTS
Von Housens Motors
1729 Fulton Ave.
Sacramento, Calif.
Phone IVanhoe 3-4388

BERKELEY 2 Cylinder. Lots of fun for race or street. Runs fine. Good paint, new upholstery. \$695. Burney Russell, 5001 Crown Rd., Fort Worth, Texas.

LOTUS MK-11 Club
750cc C. CLIMAX Engine. \$3200. Without engine \$2500. Exlnt. Condition.
Jock Ross Eves. TH 8-7104

DB FORMULA JUNIOR—the only one in U.S. competition. Engine like new. Ready to race. Bargain price - \$3,295. Worldwide Import, Inc., 1968 So. Sepulveda Blvd., Los Angeles. GRanite 7-6739.

FERRARI - '55 - 250 Europa cp. Gorgeous Farina body, low mile. Last owner former driver Perdisa. \$4800. Ed Niles, 9919 Harvest Ave., Santa Fe Springs, Calif. UN 4-3838.

PARTS, ACCESSORIES

WANTED
**Late Model 2.5 Litre
LANCIA V-6 Engine
and Gear Box.**
Send particulars to:
Mr. Jack Flaherty
British Motor Cars
1800 Van Ness Avenue
San Francisco, Calif.

SAUER RACING ENGINE
DOHC. 1500cc. Fresh. Perfect for Special. \$500.00 firm. Call EM 5-8828 evening.

USED SPORTS CAR PARTS GALORE!
Jag Mark VII, VK-120 & 140, Porsche, TR-2 & 3, Sunbeam Talbot 90 4-dr., VW, DKW, Singer Healey, Renault, Both mech. & body panels CHEAP!
J. B. Brooks, 2637 Artesia, Long Beach, Calif. ME 4-1063

OSCA 1500cc Engine, Transmission & rear end. Engine is of Dohc, dual ignition type. \$1500 takes all 3 plus many accessories & spare parts. A. F. Chase, P.O. Box 3621, Alamo, Calif.

QUIT DRINKING

During 11 months of the year, drinking is a factor in approximately 30% of all fatal accidents.

SOCIAL BOOZERS

The "social drinkers" are a greater menace than commonly believed as their critical judgment is impaired with a fairly low alcohol concentration and they outnumber the obviously intoxicated drivers.

Overheard at Romanoff's in Beverly Hills: "My advice to any young man after a divorce is to go on a safari. There is nothing more relaxing." — Clark Keeney,

MORAL: WALK

25% of the adult pedestrians killed during 1959 had been drinking.

BLIND MEN'S BLUFF

Two cocktails (about 0.04% of alcohol in the blood) may reduce visual acuity as much as wearing dark glasses at night.

ACCIDENT CAUSES

The four major causes of holiday accidents are alcohol, speed, darkness and pedestrian errors.

MOTORACING CLASSIFIED ADS FOR QUICK RESULTS



Johnnie Parsons

Parsons Backs Safety Program

By GERI FLEMING
MOTORACING Staff Writer

Johnnie Parsons, veteran auto race driver who retired recently at the age of 41, is now engaged in public relations work for Champion Spark Plugs, whose Highway Safety program is being lauded throughout the U.S. and Europe.

Parsons retired following the final 1959 Pacific Coast championship midget race, appropriately named "Johnnie Parsons Day," at Saugus, Calif.

His racing career goes back 20 years, and includes an Indianapolis 500 win in 1950. Parsons ran second behind young Davey Moses in his finale — a 100-lap USAC-sanctioned race.

Immediately following the races, drivers and fans alike, traveled to the Circle J Ranch in nearby Newhall, to honor Parsons, an avid sports car follower, at an informal banquet.

In New York, sports car salesmen are now offering poodles as "optional equipment."

"A sensation is what happens in a community when one man's wife runs off with another woman's husband."—Definition given by student in answer to test question.

Nineteen billion glass containers are produced annually in the nation's 90 glass container factories.

More than 13½ million trout are caught each year in the streams and lakes of Colorado.

Gland discovery restores youth in 24 hours.—Ad in Nassau Guardian.

Eczema itch killed in 7 minutes.—Ad in Nassau Guardian.

"What is the most important requirement for success in Hollywood? Answer: A good strong set of healthy teeth."—Joe Hyams.

"Sixty per cent of Americans try to appear normal" — UCLA psychologist.

Vignettes . . .

(Continued from Page 3)

ing the wishes of the person involved, I am withholding a good story from this issue, but it will be in the next one. Watch Motoracing. . . Last year Lindley Bothwell ran against Clark McCartney (SF) for SCCA area governor and got clouted; this year he ran against Jim Lowe (SF)—and again got the clout. For area 10, Lowe got 383 out of 703 ballots. Other counts (not official): area 2, Hopkins 430 out of 785 ballots; area 4, Dietrich 558 out of 992 (other vacancy subject to runoff election); area 6, Hinkle 423 out of 575; area 8, Martinez 143 out of 225 ballots. . . Wish there were more guys in SCCA like John C. Rueter, John Bishop and Tracy Bird. . . A top USAC Road Racing Division exec is getting fed up and may pull out (more later). . . Cheers for Dan Gurney for not taking any ufigay from Ferrari. . . Happy that Art Bunker remains out of racing (he's smart). . . Richie Ginther drives a 3-liter

factory Ferrari at Buenos Aires, Argentina, late this month. Eleanor von Neuman probably will fly down for the temporada. . . The July warmup for the American Intl. Rally (starting and ending in Fresno and going to Lake Tahoe) has been cancelled. Rallymaster Duane Sparks had laid out a terrific course. Any amateur club wanting the course data should write MOTORACING, P.O. Box 1127, Culver City. . . Before nearly 75,000 people, including President Lopez Mateos, Pedro Rodriguez won the compact car race that inaugurated the new autodrome in Mexico City. He a Volvo. . . Look for a big pro race soon in Mexico. Lots of \$ up. Now getting the poop from Ray Crawford. . . Some eastern flack known as Hoxter yodels about all the top U.S. Porsche drivers and neglects to mention Ken Miles. How silly can you get? . . . Reason you see Josh Hogue, SF Chronicle sports car columnist, and Jayne Mansfield pictured in this issue

Personals

About People In Racing & Rallying

BY MANUEL OTUMBA

George Cary, Jr., who has abandoned sports car race promotions, may soon head an L. A. hotel. He is now basking in the Palm Springs sun . . .

Marion Weber plans to set up another "MG Mitten" salesroom in Honolulu. . . Thomas Yasumi, parts manager, and Patrick New, parts representative for John Green Corp., El Segundo, attended a national parts management conference sponsored by Renault recently in New York. . . Jeanne and Bruce Danielson, of Redlands, Calif., are another couple following the trend from sports car to boats. They've sold their Ferrari and now spend the weekends sailing their "wee" boat at Pittcairn Marina in San Diego. They report, "We're yawl-rigged and she sails beautifully."

Phil Hill, foremost U. S. sports car driver and fourth ranking in the world standings, was chosen by the Santa Monica Junior Chamber of Commerce as its candidate for 1959 state J. C. C. award as one of the Five Outstanding Young Men of California.

In New York, B. D. Carter, merchandising sales manager of the International division of Bendix Aviation Corp., has been named president of the Overseas Automotive Club for the next two years. Carter was formerly first vice-president of the club which watches over the export interests of American automotive servicers and suppliers. . .

Since his illness, Marvin Reichler, well known sports car racing photographer, now is engaged in a hobby of building citizens' band short wave transceivers (in cars) suitable for road race communications, thus eliminating wires. He can be reached at 18159 Parthenia Ave., Northridge, Calif.

JUNE and Bill Dow, MGA drivers from Studio City, are on a driving tour of Mexico. They write: "Strongly urge you initiate PR campaign to keep Mexican vacas, caballos y burros off the ★@%*! highways."

Masten Gregory, 27, Kansas City one of America's four drivers who have been racing sports and FI cars in Europe, has been sued for divorce. His wife, Luella, charging extreme cruelty, asks \$500 monthly alimony, \$1000 monthly for support of their four children, sole ownership of their Olathe, Kan. home and half interest in stock and other property, including a bowling alley. She estimated Masten's annual income at more than \$50,000. Gregory is well known to So. Calif. sports car fans.

J. A. (Tex) Stevenson has been named area manager for Earle C. Anthony, importer of Borgward and Daimler west of the Mississippi, and distributor of BMW 700 and NSU Prinz. . .

Import Chiefs Optimistic

(Continued from Page 1)

more compacts will be produced in this country than were sold here by all foreign manufacturers in 1959.

Luxury Compact

These production figures, announced by Ward's Reports, include the Comet, a new luxury compact to be marketed by Mercury this spring, as well as Rambler, Ford's Falcon, Chevrolet's Corvair, Chrysler's Valiant and Studebaker's Lark.

In this country, the sales battle appears to be shaping up between American Motors Rambler, the pioneer American compact, and Ford's Falcon, although production of all compacts but the Falcon was slowed by the steel strike.

Among the foreign manufacturers, the battle for sales leadership between Volkswagen and Renault continues to hold interest. The increasingly aggressive Renault put its October sales figure at 9,067 in this country. Volkswagen, claiming perennial leadership, pointed to October registrations of 11,589.

English Ford, which claims third place among the foreign manufacturers, is also determined to hold its share of the market. Only one of the 12 models included in its 1960 line, costs more than it did last year. This is the redesigned and restyled Anglia.

Anglia \$22 More

At \$1663, it costs \$22 more this year. This, officials of the M-E-L Division of Ford Motor Co. point out, is still approximately \$350 below the three newest domestic compacts.

James O. Wright, Ford Motor Co. vice president and Ford Division general manager, this week, unveiled the new Falcon station wagon and said that the Falcon, even without the station wagon in the line, out-sold all foreign rivals in December and is running neck-and-neck with the U. S. compact car which heretofore has been sales leader in this field.

"We think this performance against established U. S. and European rivals represents a significant accomplishment for an entirely new car introduced only three months ago," Wright said.

"Ford dealers in December alone delivered 30,000 Falcons, at a rate higher than 1,100 per selling day. Since introduction on October 8, Falcon sales have totaled 75,000."

Auto Press Group Will Honor Oakes

Danny Oakes, 1959 Pacific Coast midget race car champion, will be the Automotive Press Association's guest of honor when the organization meets at 11101 Riverside Dr., No. Hollywood, Tuesday, Jan. 19, at 7:30 P.M.

To give cookies made from packaged mix a better flavor, stir in ½ teaspoon pure vanilla extract to the dough when mixing.

BY GUS V. VIGNOLLE

Calendar

JANUARY

9—LA SCCA annual banquet and installation and awards, Moulin Rouge, Hollywood, 8:30 p.m.
17—Cal Club practice and training, Willow Springs, 9 a.m.
19—Automotive Press Assn. meeting, 11101 Riverside Dr., North Hollywood, 7:30 p.m.
23-24—LA SCCA races, Palm Springs.
29—Women's Sports Car Club installation banquet (invitation), Sportsmen's Lodge, Studio City, 8 p.m.
31—Argentina Grand Prix (world drivers' championship), Buenos Aires.

FEBRUARY

3—MOTORACING Awards no-host cocktail party, Grand Prix Restaurant, L.A., 8 p.m.
5—Cal Club 1959 awards and counting of 1960 election ballots, Glen Aire Country Club, Sherman Oaks.
6—1000 Km. of Buenos Aires, Argentina.
11-13—National SCCA annual meeting, Louisville, Ky.

MOTORACING
3862 Westwood Blvd.
Culver City, California

Entered as Second Class Matter
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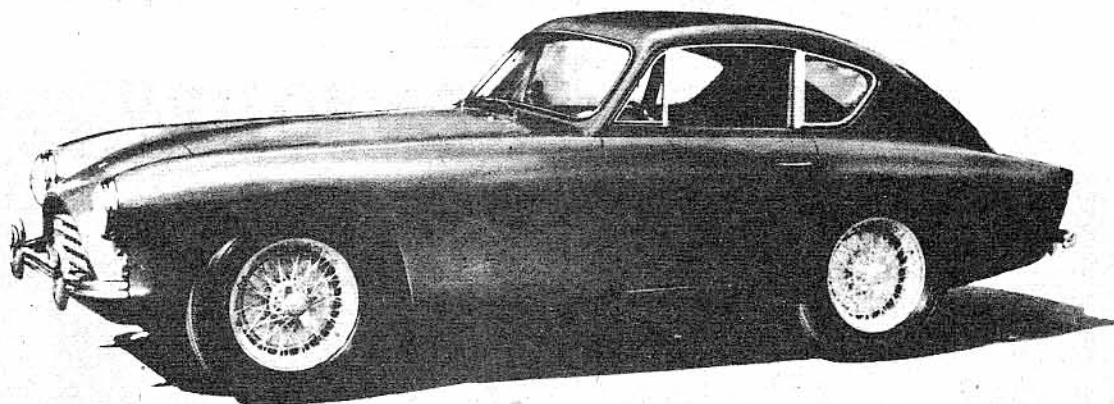
NEWS TIME VALUE

A C ACECA THE FASTEST, SAFEST TWO-LITRE PRODUCTION SPORTS CAR IN THE WORLD! — 128 miles per hour, with fantastic acceleration and excellent gas mileage, plus a beautiful aerodynamic, custom-made body.

Here is a truly fine car showing the skill of hand craftsmanship. Available with choice of 2 litre A C or Bristol 6 cylinder, O.H.V. engines. Fully independent suspension with tubular frame makes absolutely flat cornering a snap. Dual bucket seats are finished in fine glove leather. Interior appointments are of the highest quality in keeping with this fine car.

English Autosport editor, John Bolster, said "... a superb quality car of the highest performance, its appearance cannot be faulted by the most fastidious. For sheer driving pleasure it is almost impossible to equal, and it must go down in history as one of the few really great cars."

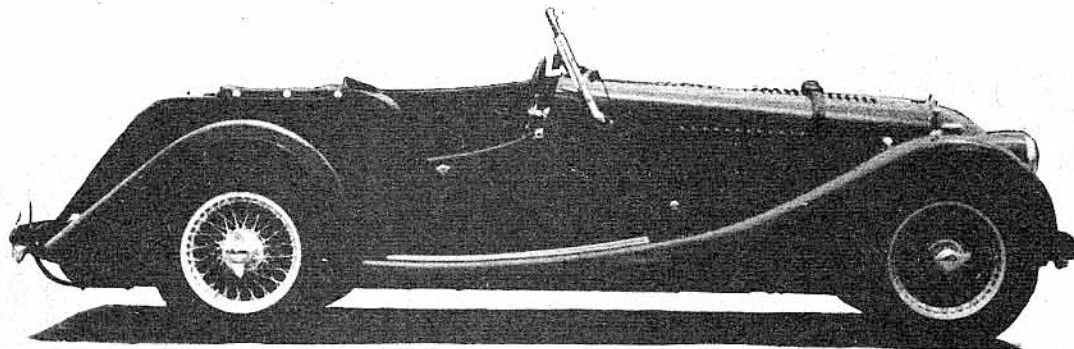
in sleek roadster or all-weather coupe models. Also available soon in four-seater coupe.



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